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Hongkong Daily Press.

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12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
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11.30 a.m. to 12.00 p.m. Every 15 minutes.
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1.00 p.m. to 1.30 p.m. Every 15 minutes.
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GEORGE CURRY,
Local Secretary.
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Hongkong, 31st October, 1902.

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Comfortable accommodation for travellers
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One steamer (s.s. *Hongkong*), daily to and
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Sea Bathing.
Steamers to and from Macao every morn-
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WM. FARMER
Proprietor and Manager

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NOTICE TO CORRESPONDENTS.
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BIRTH.
At the Peak, Hongkong, on St. Andrew's Day, Mr. and Mrs. ANDREW DONALD, of Green Island, Macao, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CHINA.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3RD DECEMBER, 1903

The Tsar of Russia, our London correspondent informs us, is reported to have just made a speech declaring the pacific intentions of Russia. Other telegrams assert that the prospect of a peaceful settlement of the present crisis in the Far East are good. The mail which arrived yesterday from home indicated that a month ago the highest Russian authorities were endeavouring to persuade France directly, and the rest of Europe indirectly, that peace was the one great desire of the St. Petersburg Government. On the 30th October Mr. Lomax communicated to the Cabinet Council held that day at the Elysée, in Paris, the text of a letter received by him from the Tsar, in which the latter expressed his satisfaction at what had recently happened in France, including the recent agreement with Great Britain, in which he saw "a new pledge for the maintenance of general peace, which is the constant aim of his policy, and hence an additional reason why the friendly and allied nations, sure of one another, should at every opportunity continue to show the perfect harmony of their views, and their solidarity, based on their mutual sympathy and their respective interests." The letter is also said to have expressed the hope that France would "co-operate in the work of peace, in order to bring about a happy and innocuous solution of the questions awaiting settlement in the Far as well as in the Near East." About the same time Count LAMSDORFF, Russian Foreign Minister, informed M. DELCASSÉ that the dispute with Japan was on the way to arrange-

ment and that matters in connection with Manchuria would soon be settled. In the meanwhile, as Reuters has told us, three-quarters of the whole Russian fleet is either massed in the Pacific already or on its way out thither, and the number of troops in North-east Asia is being constantly augmented. How are we to reconcile feverish war preparations with pacific declarations? *Si vis pacem para bellum* is an old motto, but it is somewhat cynical, and we cannot imagine that Russia is likely to plead it in defence of her present conduct. It has been pointed out in the *Times* that, in virtue of the new dispositions taken in S. Petersburg in connection with the recently founded Viceroyalty of the Far East, the affairs of Russia in this part of the world are no longer within the jurisdiction of the Foreign Office at St. Petersburg, and that the new Department seems bent on keeping its own secrets as far as possible. Still the movements of troops and ships do not depend on the will of the Far Eastern Department, but must be with the full sanction of St. Petersburg. How the inconsistency of Russia's words and acts is to be explained, we could not attempt to say, though there is the very obvious hypothesis that the words are merely meant to deceive. This, of course, involves the supposition that the Tsar has lent himself to the designs of his Ministers, either consciously or unconsciously. We can hardly think it could be consciously. If he too has been deceived then the situation is more serious still, for while his good faith is generally accepted he is also expected to know what his Ministers are doing.

It has been plain for some time that Russia earnestly desires to persuade France that the interests of both lie in the same direction. Only six weeks ago the *Norve Vremya* argued that Russia can rely on neither Japan nor China, as the interests of both clash with those of Russia, and that France is the only Power whose position is identical to that of Russia, and whose interests are the same. Therefore, the *Norve Vremya* says, every Russian in the Far East must develop and extend the Franco-Russian Alliance, for it is "so rich in possibilities and so full of importance to Russia at every critical moment of the latter's existence." This the French are not disposed to deny. But some of them at least would like to know what France gets out of the alliance to make up for the very clear benefits which accrue to Russia. Not even in commercial matters does France find any adequate return, while in political affairs the advantage is largely in favour of Russia. If the wild dreams of French expansionists in South China were to succeed—and there is more than a suspicion that the "forward" policy is very shortly to be revived—then Russia might repay France by backing up her schemes with moral support, as it is called. Such policy would embroil France directly with Great Britain, but of this the expansionists are careless, for one of the bases of their conduct is violent Anglo-phobia. We are loth to believe that the French Government is prepared to let the intrigues of the Colonial Party once more plunge it into difficulties; but, as we have said, there is ground for suspicion that trouble may be brewing. We may have something more to say about this shortly.

The King of Denmark has conferred on the Emperor of Corea the highest class of the most ancient Danish Order of the Elephant, and has also conferred Danish Orders on several high Korean officials.

The many friends of the Rev. R. F. Cobbold, formerly chaplain of St. John's Cathedral, will be glad to hear that he has been appointed to Beauchamp Rectory, Buckinghamshire, the patron of which are Cairns Colquhoun, Cambridge.

The Committee of the Hongkong Sanitary Institute have arranged to print some of the lectures now being delivered; copies can be obtained of Mr. Alfred Carter, Sanitary Board Offices, at a nominal charge of one dollar each, but the proceeds being devoted to the funds of the Institute.

M. Hardoin, formerly French Consul at Canton, and now *Chef du Cabinet* to M. Beau, Governor-General of French Indo-China, arrived yesterday on the *Salazie* from Saigon. On enquiry at the French Consulate we learnt that there is no truth whatever in the rumour that M. Hardoin is returning to Canton; he remains in his post in Indo-China.

After the incorporation of this year's recruits, the effective personnel of the German Navy will number 35,635, or 2,277 more than last year. The number of officers is now 1,200, against about 620 of ten years back. The proportionate increase in the number of German naval engineers during the ten years has been even greater, the figures being 210 for 1903, against 75 for 1893. There has been little or no change in the number of marines, which now stands at 1,275 officers and men. The Budget for next year provides for a round 40,000 officers and men being in the German Navy, against 19,492 of ten years back.

Commodore Dicken, who succeeds Commodore Robinson in his post here, will leave England, accompanied by Mrs. Dicken, by the P. & O. mail in Christmas week, relieving Commodore Robinson early in February next, when the latter's term of office expires.

The inspector who called the attention of Mr. T. Sorcombe Smith, Police Magistrate, to the case appearing in these columns on Tuesday under the heading of "A Narrow Escape" for which he was commended, was Inspector A. C. Langley.

Several changes are taking place in the Australian squadron. The torpedo gunboat *Karrakatta*, which H.M.S. *Rosario* relieves, should now be on her way back to Plymouth, while on the arrival of their relief crews the *Mildura*, *Tauranga*, and *Wallerawang* will commission formally as drill ships.

The latest news concerning Russian naval reinforcements for this station, as brought by the last mail, are that the cruiser *Dmitri Donstov* reached Portland Roads, bound for the East, on the 30th November, and that the Russian Naval Department is about to acquire from the Volunteer Fleet another of the latter's largest and fastest cruisers for early despatch to the Far East. Her cargo from Odessa will probably consist of steam coal.

There have been several unpleasant reports in circulation, stating the Moscow correspondent of the *Standard*, about the discipline of the troops in view of possible fighting in the Far East. A conflict there is not looked forward to with anything approaching enthusiasm, and it is said that there have been refusals on the part of some regiments to go to the front. It is certainly the case that in many instances the men despatched to the Far East have been specially selected, and have been asked on parade before leaving their station whether any of them had any objection to proceed to Eastern Asia. The officers, who on mobilisation receive large increases of pay, are eager enough, but there appears to be some truth in the stories of trouble among the men.

The following is from the *Naval and Military Record*:—The cruiser *Powerful* is ordered to take relief crews to China, and it is estimated that on the voyage out and back she will burn 14,000 tons of coal. If she carries 1,400 men—and she is hardly expected to carry more—this works out at 10 tons of coal per head for the return voyage. This is certainly cheaper than sending the men out by freight ship, while it gives the ship and the men some beneficial exercise. The fact, however, that none of our greatest cruisers can go to China and back with a less consumption than 14,000 tons of coal shows in microcosm how enormously the naval coal bill is expanding, and the question must sooner or later be faced whether or not we cannot reduce the account. Any engineer can design machinery that will use up 2 lbs. of coal per horse-power per hour. The genius, however, who can make a ship at 22 or 23 knots on a consumption of 1 lb. has not yet made his appearance.

A home paper, writing on the 30th October, said:—Several more steamers have been chartered at Cardiff for Port Arthur, Shanghai, and Japan ports. The total amount of coal settled is probably in excess of 120,000 tons. Russia has secured the largest steamer that has been chartered during the present rush, and paid the highest price for her. The vessel in question was the *Batavia*, which has a cargo capacity of 10,000 tons, and the rate paid was 20s. per ton from Cardiff to Port Arthur. It was thought the orders were concluded, but to the general surprise of the chartering market the Russian Government is still anxious to obtain large steamers for coal to the Russian Far Eastern ports. The *Rosette* has been chartered to take 5,500 tons of steam coal from Cardiff to Port Arthur or Vladivostok at 23s. 6d. and 26s. per ton respectively, and one of McGregor, Gow and Co.'s largest vessels, capable of carrying 9,000 tons, was secured at 25s. for Vladivostok.

According to Russian correspondents of the *Times* it is now proposed to build without delay a Western Chinese railway in order to strengthen and secure the rear of the position which Russia has gained by her Chinese Eastern (Manchurian) railway. This proposed line would begin at the termination of the existing Central Asian railway at Andijan, in Russian Ferghana, and run through Osh, Kashgar, Aksu, Karashar, Turpan, Hami, and Soochow to Lanchow, on the Hoang-ho river, a distance altogether of 1,644 miles. Direct railway connection would thus be established between the heart of Russia at Moscow and the heart of China in the basin of the Hoang-ho, which river waters seven of the richest provinces of the Celestial Empire, taking into consideration in making this connection the new railway finished last year between Orenburg and Tashkent, which shortens by something like 2,000 miles the railway distance between Russia's centre and the Chinese frontier. The author of this bold scheme claims that there would be no difficulties of construction, except perhaps in crossing the Thian-Shan range between Andijan and Kashgar, and in the desert between Karashar and Lob Nor; that Russian merchants would then be able to compete with the English and Germans in that part of China by providing a quicker supply of cheaper goods, and that England would thus be forestalled in her desire to include the Yellow River within her sphere of influence by proposing to build a railway line right away from the centre of India to Weihsaiwei.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

RUSSIA'S POLIOX.

LONDON, 1st December, 7 p.m.

TSAR'S PACIFIC SPEECH.

It is reported from St. Petersburg that the Tsar of Russia in the course of a speech has strongly proclaimed the pacific intentions of Russia.

GERMAN FINANCES.

LONDON, 2ND DECEMBER.

A BIG DEFICIT.

The German Budget shows a deficit of ten millions sterling.

The Budget was passed by a majority of 123 votes in the Reichstag. Last year the majority was 121.

REUTER'S SERVICE.

THE RUSSIAN NAVY.

LONDON, 30th November.

The *Daily Telegraph* states that Russia is negotiating for the purchase of the two battleships built in England for Chile. It is suggested that Russia wishes to prevent Japan from acquiring these vessels and, moreover, that Russia herself is about to spend large sums in new ships.

BRITISH EXPEDITION TO TIBET.

LONDON, 30th November.

It appears that there is an understanding between Great Britain and China to hold Tibet against Russia in the event of the necessity arising. Reuter's Agency learns that the Tibet expedition will advance to Gyantse, the second town in Tibet on the road to Lhasa, and then attempt to re-open negotiations. Neither the permanent occupation of Gyantse nor the advance to Lhasa is at present intended, and the date of advance is not fixed.

FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

Foochow, 28th November.

FOOCHOW ARSENAL.
The report in my last letter that the contract made by M. Doyère with Messrs Racine, Ackermann & Co., the French-Chinese firm in Shanghai, would be repudiated is confirmed. Temporarily, at any rate, the Chinese authorities have definitely refused to recognise any portion of it. I understand the French Consul from Shanghai is now at Peking, and is going into the matter, and M. Doyère has been requested to stay pending his enquiries. The only Englishman on the staff, referred to in my letter of the 5th inst. as engaged by M. Doyère, has resigned at the request of the present authorities, but expresses every satisfaction with his treatment at their hands.

OFFICIAL IN TROUBLE.

The *Amoy Tatler* has been here for some days now. It is currently reported that he and others have been denounced to the Thence on a charge of usurpation of the monopoly of certain transactions in the camphor monopoly contrary to treaty regulations.

MINING EXPEDITION.

Very little news has filtered through of the expedition referred to in my letter of the 2nd ult. for exploiting this province for mines, etc. But I understand that the French expert, who is due back here shortly, laments that if mines of any real value were found the nature of the country would make a railway impossible and transport exceedingly difficult.

BURNING OF S.S. "AROLD LUYKEN."
No little excitement was caused by the report which reached here at noon on Tuesday last, 24th inst., that a large oil steamer was on fire near White Dog Rocks, about 15 miles from Sharp Peak. The representative of the Langkat Oil Co. here received a telegram from Amoy about 8.30 p.m. giving the name of the ship as above. Your readers will have heard all the subsequent particulars which have reached us here. Turnabout Island, where the survivors were rescued, is about 47 miles from Sharp Peak.

The A.D.C. commences rehearsing *Our Boys* next week, and it is hoped Mr. Balloch may be back in time to act, at any rate as our stage manager.

SPORT.

The griffins are still disappointing, and we are almost within a week of the Races, but none of the old ponies are going strong, and with a new consignment of a very promising kind from Shanghai we are looking forward to some good racing. It is still feared that we shall be short of jockeys.

The first game of hockey will be played on Monday. Ladies and men are playing together owing to a thinning of the ranks of both in last season's players.

ARRIVAL.

H.M.S. *Vestal* arrived here from Shanghai on the 26th inst.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held at 4.15 p.m. to-day.

ORDERS OF THE DAY.

1. Reply from Government relative to the Board's recommendation concerning the market accommodation at Shaukiwan and Quarry Bay.
2. Minute by the Acting Medical Officer of Health suggesting a new bylaw to the effect that receptacles used for the reception or storage of milk shall be used exclusively for these purposes.
3. Minute by the Colonial Veterinary Surgeon reporting a case of anthrax in the Kennedy Town Cattle Depot.
4. Application for permission to erect four water-closets and one urinal at the Gas Company's new premises, West Point.
5. Application for permission to erect a trough water-closet upon Inland Lots 1381, 1382 and 1383.
6. Further correspondence relative to cholera at Nagasaki.
7. Correspondence relative to the latrine at No. 2, Gough Street.
8. Application for a modification of the requirements of Section 180 of Ordinance 1 of 1903, in respect of certain houses proposed to be erected on Inland Lot No. 679.
9. Application for licences and for the renewal of licences for the sale of food for man outside the Markets.
10. Application for permission to use the basement of No. 81 Wellington Street for the preparation and storage of food.
11. Application for re-occupation of the basement floors of Nos. 17, 19, 21 and 23 Caine Road.
12. Correspondence relative to street hawkers.
13. Reports of the analyses of the public water supplies for the month of November, 1903.
14. Mortality statistics for the weeks ended 5th, 12th and 19th September, 1903.
15. Lime-washing return for the fortnight ended 24th November, 1903.
16. Rat return for the fortnight ended 30th November, 1903.

BRITISH AND CHINESE CORPORATION (LD.)

This Corporation's report states that, after protracted negotiations, the final agreement for the Shanghai-Nanking Railway loan was signed on July 9, last, and a staff of engineers, selected by the corporation's consulting engineers, left for China at the end of the month to make the final survey of the railway route. The arrangements for the financing, construction, and equipment of the railway are being proceeded with as rapidly as possible. The preliminary agreements which have been entered into for the Soochow-Hangchow-Ningpo Railway loan and the Canton-Kowloon (Hongkong) Railway loan provide that the final agreements for these railways are, as far as practicable, to be on the same terms and conditions as the final agreement of the Shanghai-Nanking Railway. This provision should facilitate the conclusion of final agreements for these railway loans. An agreement has been arrived at with the Peking Syndicate (Limited) for the formation of a company to take over and deal with the railway interests of this corporation and the Peking Syndicate north of the Yangtze. The agreement does not include the Peking Syndicate's railway in Honan and Shansi, nor does it extend to or affect the position occupied by the British and Chinese Corporation under the Northern Railway loan agreement. Boring operations on the Nanpiao colliery were resumed last July, and information of a very encouraging nature is being obtained. A colliery expert, sent out recently in consequence of the advice received is now on the field collecting data for the preparation of plans and estimates for laying out the intended colliery. The Imperial Chinese Railway Administration are jointly interested with the corporation in the undertaking.

FOOTBALL.

This afternoon, on the Happy Valley, the Hongkong Football Club will play the R.A.T.A. F.C. Kick-off at half-past four. The following will play for the Club:—
E. H. Kow, goal; W. G. Worcester and V. F. Acoot, backs; H. C. Gray, J. M. Forrester, and A. N. O'her, halves; H. A. Breat, C. R. S. Cooper, R. Hancock, J. Richardson, and J. D. Danby, forwards.

POLICE COURT.

Wednesday, 2nd December.

BEFORE MR. T. SORCOMBE SMITH (POLICE MAGISTRATE).

STOWAWAYS.

Two Europeans, out of employ, were charged with stowing themselves away on the s.s. *Lightning* at Singapore, and thereby obtaining passages to Hongkong. They were fined \$100 each, with two months' hard labour as an alternative.

THEFT OF COAL.

Chan Ching was found on the Praya yesterday morning in possession of nearly one ton of coal, for which he could not give any reasonable account. He was given \$50 or two months, with 3 hours in the stocks.

DRUNK AND INCAPABLE.

Victorino Torres, a Filipino, was charged with being drunk and incapable in Queen's Road on Monday, and was fined \$5.

THEFT OF A CAT.

Chin San was charged with stealing a cat, valued at 80 cents, the property of Ma U. of 151 Bulkley Street. He was fined \$5 or 14 days.

LATE TELEGRAMS.

[VIA CEYLON.]

LORD KITCHENER'S ACCIDENT.

Calcutta, 17th November.
Lord Kitchener met with a serious riding accident at Simla on Sunday night, resulting in a broken leg. He was riding alone through the tunnel on the Hindustan-Tibet road, going to his house in Mahases, when the horse shied at some coolies in the tunnel, jumping Lord Kitchener's leg against the wall and breaking the leg above the ankle. He was brought back to Simla, and the injuries were attended to. Lord Kitchener is doing well; but his tour arrangements are all cancelled, and it is not expected that he will be able to travel before Christmas.

TIBETAN AFFAIRS.

Calcutta, 16th November.
The London correspondent of the *Englishman*, telegraphing on the 15th instant, states that Sir Walter Lawrence has arrived in London, with the Tibetan despatches, and returns to India on Friday.

COLENSO AND MAGERSFONTEIN.

Allahabad, 14th November.
The *Pioneer's* London correspondent telegraphs that the German General Staff, in a monograph on the South African war, say that the failure at Colenso was psychological. Brave troops were not beaten; only their leader was. At Magersfontein persistence after the Highland Brigade's losses was right, but the methods were wrong.

CRICKET IN AUSTRALIA.

Melbourne, 14th November.
To-day, on a perfect wicket and in fine weather, the Englishmen resumed their innings. Hayward had been disposed of for 6 runs overnight. Warner and R. E. Foster made a good stand, and, later, the bowling was fairly collared by the English batsmen. Warner left when he had made 22, but Foster compiled 71. Then Tyldesley and Knight also put on runs rapidly, the former only missing his century by 10 runs, whilst the Leicestershire professional made 47. First was at home with the bowling from the first, and he and Bosanquet are still out with their scores 73 and 27 respectively. The number of extras is 20, which gives the fine total of 354 for five wickets.

Melbourne, 16th November.
The English innings was continued last evening and to-day. First and Bosanquet continued to play good cricket, the professional being got rid of when he only wanted eight runs to reach the century. Reid did not remain long, only scoring eight runs, but Rhodes and Bosanquet made another stand. The amateur was out when 73, and the English innings was then declared. Rhodes being out at 2, and the total, including 28 extras, being 446 runs for eight wickets. Victoria, in a minority of 284 runs, went in to bat a second time, and at the time of telegraphing had lost six wickets for 188 runs.

Later.
Victoria continued to do badly, and were all out shortly after six o'clock for 210 runs, leaving the Englishmen the victors by an innings and 71 runs. Rhodes and Eider took three wickets each, for 58 and 35 runs, respectively; whilst Reid had two wickets for 13 runs each, and Bosanquet one for 43 runs. Scores:—England, 443 for 8 wickets; P. F. Warner 22, Hayward 6, R. E. Foster 71, Tyldesley 70, Knight 47, First 92, B. J. T. Bosanquet 79, Reid 5, Rhodes not out 2, extras 28.
Victoria, 1st innings, 162; 2nd innings, 210.

PREFERENTIAL TARIFFS SCHEME.

London, 14th November.
Sir Michael Hicks Beach, while declining himself favourably inclined towards the establishment, repudiated Mr. Chamberlain and his proposals. He said that India's trade was too vast to be tampered with.

CAB STRIKE IN LONDON.

LONDON, 14th November.
The same correspondent wires that a cab strike is threatening in London.

CONSCRIPTION IN THE RUSSIAN ARMY.

The unwillingness of should-be conscripts to go into military service in Russia is exemplified by the evidence which came out in an extraordinary case at Odessa in October. It appears from this that the Russian military authorities succeeded in arresting a well-organised band of ruffians, whose sole occupation for years has been the "liberation" of young Russian soldiers and recruits from military service. At the head of the society was a sergeant-major, who had under him several pseudo-doctors and tutoring agents. The method employed by the latter was to invite young soldiers singly to a restaurant, where, after a meal, the tutor enlarged on the burdens of Russian military service and the possibility of the soldier's losing life in battle, or of his being drafted to some distant military district where he would be liable to the severest punishment for the slightest offence at the hands of an arbitrary commissioned officer. When at last the agent was satisfied that business was assured with one soldier, he communicated with the head of the society without delay and set to work to inveigle another. Kreek, the "head," would arrange an interview with the latest acquisition, settle with him what operation to perform upon him in order to incapacitate him for military purposes, and fix the amount of money he should pay. The soldier might if he liked choose to become deaf. If so, the "doctor" of the society would bore his ear and if irretrievably damaged inoculated into his system the means were at the disposal of the "doctor" of the society to tamper with Kreek's "medical" specialist. In short, if he wanted any organ of his body tampered with, Kreek had a "surgical" specialist in his employment to whom nothing was impossible. The evidence adduced during the protracted hearing of the case against Kreek and others, and several soldiers who, in spite of their confession, were tried before the same court, has proved that the sum of £240 even were received by Kreek for the "liberation" of some of the Russian rank and file. The details of some of the operations performed by the "doctors" and "surgeons" of the band are too nauseous for publication. The guilt of Kreek and two others having been fully established Kreek has accordingly been sentenced to deprivation of all personal, civil, and property rights, and to two and a half years' servitude in a correctional corps. Two members of his society, one a tutoring agent, the other a "doctor," have been sentenced to the same term, and two others, who have been sentenced to partial deprivation of rights and to servitude in a military disciplinary battalion for a term of one year.

THE BLAGOVESHCHENSK MASSACRES.

In the course of a book called *Sixteen Years in Siberia* Mr. Leo Deutch gives a circumstantial narrative of the Blagoveshchensk massacres, in July, 1900. At the time of this unhappy incident Mr. Deutch, though still under police supervision and not permitted to leave Siberia, was allowed considerable liberty. He availed himself of this comparative freedom to settle at Blagoveshchensk, the capital of the Amur Province, where he obtained employment on the staff of one of the local newspapers. His account of the slaughter of the Chinese inhabitants of the town and surrounding country on the 16th and following days of July amply corroborates the somewhat scanty reports which appeared in the English newspapers at the time. He describes the panic which prevailed on July 14, when an attack by the Chinese was hourly expected, and he himself present at the meeting of the town council which was called by order of General Gribsky, the military Governor of the Amur Province, to consider the situation. From his statement it appears, as was indeed to be expected from previous testimony, that the full responsibility for what followed rests upon the shoulders of General Gribsky. After the meeting, at which the Governor was not present, a deputaion called upon him to inquire whether he did not think it necessary to take steps with regard to the Chinese population. General Gribsky replied that, in his opinion, there was no need for anxiety, and added that he had already been approached on the same subject by the Chinese themselves, who asked him whether it would not be advisable for them in the circumstances to withdraw at once from Russian territory. He had answered that they might assure their fellow-countrymen that they were on the soil of the great Russian Empire, whose Government would never allow peaceful foreigners to be molested. Two days later he gave the verbal order "to send back the Chinese subjects to China." In pursuance of these instructions the Chinese inhabitants, both in the Chinese and in the Russian quarters of the town, were collected by Cossacks and driven to a spot a few miles above the town, where they were simply bidden "to go into the water." The river at this point is upwards of a third of a mile in breadth and flows with a strong stream. Mr. Deutch appears to know nothing of any safe provided to assist the unfortunate victims. He states categorically that there were no means for reaching the Chinese shore, but it is quite clear that he was himself an eyewitness of what happened. Those who refused to enter the water or otherwise tried to escape were shot or cut down without distinction of age or sex, and very few, if any, reached the opposite side of the river. Mr. Deutch estimates the number killed in this manner at from ten to fifteen thousand—that is to say, practically all the Chinese inhabitants of the Russian bank of the Amur. It is clear that this barbarous proceeding was due mainly to panic, which overrode the latent savagery of the Cossacks, never very far below the surface. Even the peasants, who are usually kind-hearted, seem to have become savages for the time being. This may perhaps be regarded as some kind of excuse for the soldiers and the people, but the subsequent behaviour of the Russian troops in Manchuria, when they were ordered, almost at the last moment, to leave, leaves but little doubt that the deliberate policy of the military authorities approved, while it disavowed, the atrocities which it might easily have prevented.

THE U.S. ARMY.

Previous to leaving for England, to attend the Alaska Boundary Commission, Mr. Root, Secretary of the United States War Department, was entertained at dinner by the officers of the general staff of the army. In responding to the toast of his health, Mr. Root said:—Effective and harmonious organization is the moving power of the world to-day. We have lagged behind in the army until now, and now I believe and trust we take our place in the front rank of the organizations which are to control the effective action of the future. I look back to the calms and disensions which came so near wrecking the effort for independence in Washington's time; the bitterness of heart under which he laboured in his long and painful effort to control the discordant elements that were working or pretending to work for the independence of the colonies. I look back to the political ambitions which dictated the movements under differing and antagonistic officers in the Mexican war. I recall the bitter controversies which left their echoes bounding through a generation after the close of the civil war; and remembering that the most vital defect of a military service is lack of harmony among the officers in command, I look at the unselfish devotion of the last few years, and the last year especially, in the American Army with a feeling of pride and satisfaction. When I think of the present lieutenant-general thrusting aside the leisure and the quiet dignity which he had so well earned, and take upon himself in the last year of his active service the arduous and the perplexing and the annoying duties involved in the presidency of the War College Board, and the work of the chief of staff; when I reflect upon the disinterested and unselfish course of Maj.-Gen. Corbin, the adjutant-general of the army, who practically occupied the position of chief of staff to the President throughout the war with Spain, who wielded a greater power in the control of the American Army than any soldier of his day, and who put the whole force and weight of his great influence and his intimate knowledge of the army and of the legislative branch of our Government at the service of this new movement, which was to put over him a chief to exercise the power that he had exercised, and who cheerfully and selflessly took the position of assistant to the chief of staff where he had been practically chief; when I look at the heads of the great Administrative Departments who have been practically independent for so many years, responsible only to the Secretary of War, and acting upon his direction given in reliance upon their advice, and see them voluntarily and cheerfully and with no thought but of the country's good, bringing their departments under the control of a military officer who would stand between them and the Secretary of War; when I see such spirit and patriotism in all the departments, and such esprit de corps of the army as a whole, it seems to me that I am, in times of the most brilliant anticipations and in the most confident expectations for the future of the American Army.

SHIPPING NOTES.

ARRIVALS FROM CHINA.

The Douglas s.s. *Haitan*, Captain Reoch, arrived yesterday with a mail, general cargo, and passengers. She left Poochow 29th ult., Swatow 1st inst.

The "J. Little, of Glasgow," s.s. *Hermiston*, Captain W. T. Bain, arrived with a mail on Tuesday. She left Poochow on the 29th ult. Fine weather was experienced between ports. Her destination is New York. Messrs. Shawan, Tomes & Co. are the agents.

The German s.s. *Ther*, Captain Ohlrich, arrived on Tuesday with general cargo for Hongkong. She left Nanchang 25th ult., Chefoo 27th ult. Fine weather was experienced.

The Marty s.s. *Hanoi*, Captain Moreles, arrived with a mail and general cargo yesterday. She left Haiphong 29th ult., Hoilow 1st inst. Strong N.E. monsoon was experienced.

The Osaka Shosen Kaisha s.s. *Anping-maru* arrived with a mail, 36 passengers (mostly Chinese) and general cargo, yesterday. She left Poochow 29th ult., Swatow 1st inst. Captain Goto reports moderate N.E. monsoon with fine weather.

The German s.s. *Protha*, Captain Grandt, arrived with a mail yesterday. She left Nanchang 24th ult.; Chefoo 26th ult.

RICE AND WOOD.

Messrs. Butterfield & Swire received a quantity of rice by the s.s. *Kohichang* yesterday. The *Kohichang* left Bangkok with a mail and passengers on the 21st ult.

Messrs. Butterfield & Swire received a quantity of rice and wood by the German s.s. *Koenig* on Tuesday. The *Koenig* left Bangkok on the 20th ult. with a mail and Chinese passengers. Captain Mallermann reports strong N.E. monsoon.

COAL.

Messrs. Sander, Weller & Co. received a full cargo of coal by the s.s. *Loyal* yesterday. The *Loyal* left Nagasaki on the 25th ult.

The Hongkong agency of the Hamburg-America Line received a cargo of Moji coal by the s.s. *Segoria* yesterday.

Messrs. Jeffries & Co. received a cargo of Moji coal by the *Kona-maru* yesterday.

ARRIVALS FROM THE WEST.

The Apar s.s. *Lightning*, Captain J. G. Spence, arrived from India with 15 passengers of mail, general cargo and passengers, on Tuesday. She left Calcutta 14th ult., Singapore 24th ult. Fine weather was experienced.

The M.M. outward mail s.s. *Saltica* arrived yesterday. She left Marseilles 1st ult., Saigon 28th ult.

WAR-SHIPS.

H.M.S. *Bramble* arrived yesterday. She left Shanghai 23rd ult., Mire Bay 2nd inst.

The Chinese gunboat *Koongham* arrived from Swatow yesterday.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kunming*, from Calcutta and the Straits, left Singapore for this port on the 1st inst. p.m.

The T.K.K. steamer *Rosetta* left for Manila on the 1st inst., and is expected here today, p.m.

The N.P. steamer *Tacoma* arrived at Yokohama on the 30th ult.

The Boston Steamship Co.'s steamer *Trenton* arrived at Manila on the 30th ult., p.m.

JAPAN AND RUSSIA.

Even the most patient are beginning to tire of waiting for some word from the Government in regard to the negotiations between Japan and Russia, says the *Kobe Chronicle*. The *Kokumin*, which is said to have certain relations with the Government, is inclined to think that, although no lack of attention is being shown by the Japanese authorities, it is not altogether surprising that the public should show some anxiety and doubt as to the real situation, seeing that the negotiations have been delayed for so long. Referring to the progress of the negotiations, the Tokyo journal remarks that the Japanese Government seems to have sent in a proposal towards the end of last month, and this was telegraphed by the Russian Government to the Tsar, who was then on his way to Germany. There is no doubt on this point. Four weeks have elapsed since then, and, as far as the public knows, no reply has been received from Russia. The meeting between Baron Komura and Baron Rosen on the 11th November had no connection with the Manchurian question. It is supposed that the conference was in connection with the frictions at Chemulpo. Whatever that meeting may have been about, the Japanese Government would seem to have been over twenty days without a reply from Russia. There is no objection in waiting so long without an answer, adds the *Kokumin*, if a satisfactory issue can be obtained; but it asks, on a satisfactory issue be the outcome? It would seem that the Japanese authorities are being imposed upon, for it can only be concluded that Russia is deliberately procrastinating the negotiation in order to gain time. It is alleged that the delay is due to the fact that the Tsar was so long absent from St. Petersburg, and also to the time occupied in obtaining the views of Viceroy Alexieff. In these days, when a message can go round the world in twelve minutes, such an excuse is hardly good enough. If Russia really desires to settle the question without delay, she can easily advise the means for doing so. In conclusion, the Tokyo journal urges the Government not to leave the matter to the mercy of Russia any longer, but to take a decisive course at once and decline to be further flouted by the procrastination of Russia.

The *Kobe Chronicle* also says:—The latest news from Tokyo of a somewhat extraordinary character. It is to the effect that Admiral Shibayama, Commander of the Kure Port Admiralty, Admiral Hidaka, Commander-in-Chief of the Standing Squadron, and some other officers in the Navy have addressed a joint memorial to Admiral Baron Yamamoto, Minister for the Navy, pointing out that, should the present difficulty result in a peaceful settlement, the Japanese Navy must lose its prestige and its supreme position in the Far East in a few years and the Navy of "a certain other country" will hold the supremacy. Such a change would be the source of disturbance in the Orient and would tend to bring about great trouble in the Empire. In case, therefore, the present dispute is amicably solved a great exertion of the Navy must be carried out directly the difficulty is settled. This, the memorial urges, must be done not only for the maintenance of the supremacy of the Japanese Navy but for the preservation of the future peace of the Far East.

NORTH CHINA MISSIONS.

ARCHBISHOP OF CANTERBURY'S VIEWS.

A meeting of the special Association in Aid of the Church of England Mission in North China and Shantung was held on the 28th October at the Church House, Westminster. The Archbishop of Canterbury presided, and there were also present on the platform the Lord Chief Justice, the newly consecrated Bishop of Shantung, Canon Scott, and Pro-bendary John Storrs.

The Archbishop of Canterbury, in his opening speech, explained that the real object of the meeting was to welcome the Right Rev. Geoffrey Durnford Iliff, the new Bishop of Shantung; and to give him an opportunity of explaining the development of the work in North China and Shantung, and of appealing for men and women and money for both dioceses. His Grace said he was speaking under some little difficulty, owing to illness, but the meeting had a special significance that day, and he should have been exceedingly sorry if he had been compelled to be absent. The right understanding of the Chinese problem was quite exceptionally difficult. There was first of all the precise, though extraordinarily vivid and pungent, difficulty of the names of places; and another and a graver one was the difference of opinion among well-informed men, not only as to theories, but as to facts about China. They had been that morning told of the whispers of the East which no Western ear could hear, or, if it did hear, could understand, and that exactly described their position when they tried to grasp the problems which their friends went out to face amongst the teeming multitudes of China and Japan. It was also difficult to realise the gigantic size of the undertaking, and there were peculiar perplexities as to the relation of missionary work to civil authority and the State. The difficulties must not, however, be allowed to daunt them, and those who were connected with the Society for the Propagation of the Gospel had, in this region, a peculiar responsibility, as, 22 years ago, the Church Missionary Society, which was working in Northern China, retired from that part in their favour, and devoted themselves to other portions of the country. In the region for which they were responsible they must take care that they had what Archbishop Benson used to call "white-hot" centres of missionary effort, from which radiation might take place all over the country. They had not got those white hot centres yet, but he hoped that they would get them, and send out more labourers to the harvest which was waiting for the sickle.

The Lord Chief Justice was glad to be able to say a few words in support of this work, with which he had been associated through his cousin Bishop Scott. That prelate had told him that China was a country in which they could not expect to get any sudden or rapid increase of successful work. Still the progress which had been made in the twenty-three years since the original Bishopric was founded, with resources which were not too liberal, showed that very remarkable results had been achieved in that short time. If burning centres had not yet been established, those which had been set up were becoming and would become radiant spots from which light and heat would be thrown out; and which would spread Christianity through those parts of the world. The extraordinary means of inter-communication between native communities existing in countries in the state of China would, he was satisfied, be of great service in spreading the Gospel in the future. In conclusion, he urged that we in this country ought not to be backward in doing our part to forward the work of our countrymen and countrywomen in those regions.

The Bishop of Shantung delivered an address on the nature and difficulties of the work. There was, he said, no hatred of Christianity, but it was objected to as the religion of foreigners. Their line of action should be to train native workers rather than for the missionaries themselves to do the work, and to create a native rather than an English Church. Missionaries were, however, needed, as they were at present very much undermanned.

In a paper circulated at the meeting it was stated that it was the earnest wish of Bishop Scott and Bishop Iliff (who had only been consecrated that same morning as Anglican Bishop of the newly formed see of Shantung) that no new special association should be started for the new diocese, but that the existing bodies in aid of the dioceses of North China, as it has hitherto worked for the undivided diocese. Also that the missionary jurisdiction of the Bishop of Shantung is to be co-extensive with the Province of Shantung; on the other hand, Bishop Scott has taken over the Province of Shantung, hitherto in the missionary diocese of Corea.

OUR LATEST COLONY.

The Seychelles have received their final measure of emancipation and are now quite independent of Mauritius, and must be addressed in future as the Colony of Seychelles. But the Letters Patent passed under the Great Seal of the United Kingdom erecting the islands into a separate colony will bring about no radical change in the administration. The direct authority of Mauritius ceased in 1888, when an Administrator, an Executive Council and a Legislative Council were given to the Seychelles, and in 1897 the Administrator was given full powers as Governor. Now, however, the Seychelles become a Crown Colony, and judging from a recent example of colonial methods in Mauritius the severance is not likely to harm the small colony. It is satisfactory to find that Mr. Ernest Becham Sweet-Escott, C.M.G., the present Administrator, becomes Governor and Commander-in-Chief of the new colony. Considering that the seventy or eighty islands forming the group have only a population of twenty thousand and a revenue of four and a half lakhs of rupees the Government have displayed no derelict enterprise of recent years and much of the success achieved has been due to Mr. Sweet-Escott's efforts. His promotion to the Governorship of a Crown Colony, though the change is one mainly of name, was well deserved. —*Times of India*.

A NEW GEM.

Lovers of jewels will be delighted to learn, says the New York Tribune, that a valuable addition has just been made to the variety and stock of precious stones. As cut for mounting the new gem, kunzite, exhibits an exquisite lilac tint, deeper than that of the pink sapphire or topaz, and lighter than the purple of an Oriental amethyst.

Although the discovery of a fine quality of kunzite is of comparatively recent occurrence, the existence of a poor grade and of allied species of the same mineral has long been known to specialists in that department of science. What is known as spodumene has been found in Brazil, where it has a yellowish tinge, and in North Carolina, where the colour is green. For that reason, the latter kind, technically known as hiddenite, is sometimes called an emerald, although its composition is not identical with that of the real emerald. Finally, small bits of pink spodumene have been picked up in Connecticut. These are believed to be the remnants of larger, and possibly handsome, masses, but have not possessed sufficient beauty and size to justify consideration. The new stone comes from California. It has been found in two places near Pala, San Diego County. As taken from the earth, the stone has only a slight lustre. The masses of crystal are flat, like cakes of camphor gum, though of a different hue. From a superficial glance one might suppose that they would split up into thin layers, as mica does. However, the material is almost as hard as the group of stones to which the rather comprehensive name of sapphire is given. This includes the ruby, emerald, amethyst, and blue sapphire. There are also all forms of corundum, which in an impure state and ground to powder is known as emery.

Pure corundum is an oxide of aluminium. Kunzite, like other varieties of spodumene, has a more complicated composition. It is a silicate of alumina and lithia. One of the largest pieces found in California is six long, six wide, and over an inch and a half in thickness. Owing to the great importance which the lilac-tinted stone derives from the discovery in California, mineralogists have felt it needful to give it a special title. Almost simultaneously Professor E. S. Dana, of Yale, and Dr. Baskerville, of the University of North Carolina, proposed that this designation be derived from the name of Dr. George F. Kunz, president of the New York Mineralogical Club and one of the most accomplished of the world's experts in gems. The suggestion was based on the fact that Dr. Kunz had been largely instrumental in making the California discovery, and was in accordance with a well-established precedent among mineralogists and naturalists. While the intrinsic charms of the new gem are alone sufficient to give it importance, the possession of a unique quality has been observed which is sure to create a sensation.

Kunzite has the power of fluorescence, or continuing to glow faintly after it has been subjected to the influence of Röntgen rays. Dr. Baskerville, who has been making a special study of the mineral at the Museum of Natural History, reports that during an exposure of five minutes a piece of this stone would absorb enough radiation to photograph itself upon a sheet of sensitive paper, when left in a dark room, and would also be faintly self-luminous for several minutes. The number of substances which will behave in the same manner to a conspicuous degree when exposed to X rays is very limited. One of them is tungstate of calcium, a compound artificially prepared. A coating of this material upon the screen of a fluoroscope enabled a surgeon to find hidden bullets and bone-fractures in the human body. Even so, however, the luminosity produced by the invisible radiance of the vacuum tube disappears almost instantly when the instrument is removed from the vicinity of the X-ray tube. So far as the world knows, kunzite is the only gem and perhaps the only native mineral which possesses this remarkable property.

THE MURDER OF AN ARMENIAN IN LONDON.

A despatch dated London, Oct. 27, says:—Sagouni, President of the Armenian Revolutionary Society in London, was murdered in the suburb of Nubend late yesterday evening. The crime has created a sensation, as it has every appearance of being of a political character, and has been preceded by the assassinations of other officials of branches of the same society on the Continent. Sagouni was returned to London only yesterday after settling up the affairs of an associate in Switzerland, who was recently assassinated by stabbing, was entering his residence when a man rushed across the road and fired four shots at him in quick succession, the last bullet entering the region of the heart. The murderer, who appeared to be a foreigner, fled. The only clue to the man in possession of the police is a faint and a silver-plated revolver, both made in New York, which he dropped in his flight. The murdered man, who was a mining engineer, became wealthy and devoted his money to Armenian causes. His society was entirely passive and opposed to violence, and it is thought this attitude inspired the advanced section of the Armenians with the desire for vengeance, the latter claiming that Sagouni's society devoted funds to charity which would have been better applied to violent remedies for the Armenian grievances. Sagouni is said to have moved to England from New York early in 1892. It is stated that Sagouni's life had been threatened on account of his participation in the exposure by the editor of a Boston newspaper, *Young Armenia*, of the misappropriation of funds by a faction of the Armenian revolutionists. These men are alleged to have collected \$20,000 in America in 1892, and to have put the money in their own pockets, instead of pushing the propaganda for the emancipation of the Armenians, for which the money was subscribed. When at Dieppe yesterday, on his way to England, Sagouni thought he was being shadowed by assassins whose description somewhat tallies with the appearance of the murderer. A convention of the Armenian persistists has been in session here, and it is suggested the opportunity was chosen by the violent faction as favourable for disposing of the principal leader. The murderer was noticed waiting several hours for the arrival of Sagouni, and the former was apparently supplied with information concerning the latter's movements by two accomplices. Before his death Sagouni told a friend that he did not know his assailant, but he said enemies had been hunting him for a long time. His friends attribute the assault to the Alfarist section of the Hentshakian Society. This section, headed by a man named Alfar, was expelled from the society after the split in 1875, when, it is alleged, the Alfarists were paid spies of the Sultan.

XMAS AND NEW YEAR CARDS.

RAPHAEL TUCK'S BEST SELECTION.

CARDS ILLUSTRATED WITH VIEWS OF HONGKONG AND CHINA.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION

ACHEE & CO.

PHOTO GOODS STORE,

12, QUEEN'S ROAD CENTRAL,

UP-STAIRS (Above Messrs. H. PRICE & CO.)

Hongkong, 24th November, 1903.

THE LAHMEYER ELECTRICAL CO. LD.

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W. LAHMEYER & CO., FRANKFURT A/M.

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BRIDGE.

It may seem ridiculous, in the eyes of the bridge maniac, to speak lightly of the decline and fall of this admirable and fascinating game. Yet it will not last for ever, says "E. H. L. W." in the *Pall Mall Gazette*. It may not be moribund as yet, but some day it will inevitably pass away before some victorious successor, and a few old fogies in an obscure corner of the card-room will alone be left to abuse each other for impossible declamations. Games of skill pursue the world over, much the same course. At first, they attract the attention of that vast floating population that has attempted other games and failed to hold its own. They fit eagerly to something new, as motifs on a summer evening make headlong for the flares of a candle. To bridge they came in their thousands; all who had tried the older game, and found themselves edged out by superior talent. Whilst had grown too difficult; there was too much to remember—too many conventional leads to be borne in mind;—too much recrimination for forgetfulness on the part of elderly and crusty partners. Bridge afforded an opportunity for a fair start on equal terms. The old conventions were overthrown, and new ones had not arisen to take their place. That they would arise, sooner or later, was, of course, obvious enough. It is plain now that in a few years the new game will be as fettered with those bye-laws (generally the fruit of American inventiveness) as the old. Then the skillful will once more be forced to new pastures, and bridge shall find its successor.

The weak point in the game, some are beginning to say already, lies in the "no trumps" declaration. It was well enough in the early days, when players had not yet discovered that it paid to declare no trumps, as a trump with but a moderate hand. But now the lesson is learned by most, and taken to heart; and in consequence you may see players (especially when they have profited by one or two initial successes), declaring again and again with wearisome iteration, and (what is worse) bringing it off every time. Now, a no-trump game is pleasant by way of novelty, but nothing but no-trump games becomes monotonous. There cannot be the same scope for skillful play as when some suit is declared; the dealer has masters too much his own way. Upon this rock bridge may split, and let in the older game once more—to the delight of its few faithful votaries.

When whist does return to us, it might be worth while to consider whether it would not be well to make a subtle combination of the two games. The mention of such a possibility will, no doubt, seem to many rank blasphemy, but I am inclined to believe a few judicious alterations might restore to the older game its vanished popularity. Why should there not be an occasional compulsory "no trumps" declaration at whist? I cheerfully present my scheme to the authorities, or to any who may like to try a new variation of the game. Let us say that whenever an honour is turned up by the dealer, the rule should be for that hand to be played like a "no trumps" hand at bridge. I hereby give leave to all and sundry to play this game without fee or licence, and to call it by any name they choose. There would, of course, be no "dummy"—and this, I think, would add considerably to the interest of playings no-trump hand. At all events, when whist rears its ancient influence, let this variant have a trial. It would be a pity not to preserve a feature or two of a game once so popular as bridge.

TRADE MARK



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THE FAVOURITE BRANDY OF THE

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• \$23.00 PER DOZEN.

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Even their cheapest quality is recommended

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H. PRICE & CO.

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ROYAL BAKING POWDER

Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

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DR. NEWELL WILSON,
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Latest American methods.

Reasonable prices.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL
(First Floor Watkins Building).

Hongkong, 6th November, 1903. [2841]

ASTOR HOUSE HOTEL CO., LD.
SHANGHAI.

MANAGER WANTED.

APPLICATIONS will be received until
15th January, 1904, for the above
position.

Applicants must state previous experience,
age, nationality, enclose copies of testimonials
and references, together with a full length
photo of recent date. Only men capable of
managing a first class Hotel of 200 Rooms need
apply. Liberal remuneration to suitable man.

Apply by letter to—

THE CHAEMAN OF DIRECTORS

2, Kiukiang Road, Shanghai, China.

Shanghai, 13th November, 1903. [3143]

CAMPBELL, MOORE & CO.,

LIMITED.

HONGKONG HOTEL BUILDING.

XMAS 1903.

Just Received:

A GREAT VARIETY OF TOYS

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FANCY GOODS.

An Unique Assortment of

CALEY'S XMAS CRACKERS.

TUCK'S XMAS, NEW YEAR, AND

BIRTHDAY CARDS.

Various Artistic Designs.

Prices to suit all. Inspection invited.

Hongkong, 25th November, 1903. [3246]

MUSIC.

RAPID Traction given on the BANJO,

B. MANDOLIN, SPANISH GUITAR,

VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

58, Peel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1903. [2252]

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PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY.
Fully detailed Estimates drawn up free of charge upon application to the above.
Hongkong, 3rd December, 1903. [3338]

LOST.
BETWEEN Upper Richmond Road and
Clock Tower, on morning of 1st Decem-
ber, 1903, one DIAMOND BROOCH (Two
Horse Shoe). First found to suitably rewarded.
Apply—
Care of Daily Press Office.
Hongkong, 3rd December, 1903. [3333]

THE "WING CHAI" will resume
RUNNING on SUNDAY, the 6th inst.
MING ON & CO.
Hongkong, 3rd December, 1903. [3334]

TWO SPACIOUS NEW CLOTHES,
very suitable for Dry Goods.
Apply to—
W. L. SAUGHT.
153, Wanchai Road.
Hongkong, 3rd December, 1903. [3332]

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the 5th December, 1903, at 2.30 p.m., at his
SALES ROOMS, Queen's Road,
An Assortment of FINE ART JAPANESE
CURIOS, SATSUMA, PIN, CLOISONNE,
FANCY BRONZES, IVORY CARVINGS,
TEA AND COFFEE CUPS, PICTURES,
SCREENS, EMBROIDERIES, &c., &c.
TERMS OF SALE—As Customary.
K. I. REMEDIOS,
Auctioneer.
Hongkong, 3rd December, 1903. [3339]

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THE Underigned have received instructions
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SALES ROOMS, No. 8, Des Voeux Road
(Corner of Lee House Street),
A FINE AND VALUABLE COLLECTION OF
ASSORTED USED AND UNUSED
POSTAGE STAMPS,
Comprising—
LIBERIA, PERIA, PORTUGAL,
MACAO, TIMOR, CHINA, SHANGHAI
JUBILEE, U.S. OF AMERICA, PHILIP-
PINES, CUBA, KANZIBAR, &c., &c.
(In lots to suit dealers and purchasers).
On view from 10 a.m. to 4 p.m.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd December, 1903. [3337]

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A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,
Comprising—
TIPPIN, CARRIAGES, COFFER and
TEA POTS, SAUCER, WATER
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JUGS, &c., &c.
Also—
10 Cases of JACQUESON'S CHAM-
PAIGN, 22 Cases CHERRY WHISKY,
And
50 Cases SCOTCH WHISKY.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd December, 1903. [3337]

PUBLIC AUCTION.
THE Underigned have received instructions
to Sell by Public Auction,
on
SATURDAY,
the 5th December, 1903, at 11 a.m., at their
SALES ROOMS, No. 8, Des Voeux Road
(Corner of Lee House Street),
A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,
Comprising—
TIPPIN, CARRIAGES, COFFER and
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Hongkong, 3rd December, 1903. [3337]

ENTERTAINMENTS

CHATRE'S NEW INDIAN
CIRCUS
PATRONISED BY
H.M. THE EMPRESS-DOWAGER
AND OTHER ROYALTY OF CHINA.

CHANGE OF PROGRAMME.
TO-NIGHT (THURSDAY),
3rd DECEMBER, 1903.

HARRY CENTO, the favourite Clown.
In a Circus Tent near Central Market.

MANAGERIE of highly-trained animals,
including LIONS, TIGERS,
ELEPHANTS, &c., &c.
Marvellous Gymnastic Exercises. Wonderful
Acts in Bareback Riding.
Russian Singing and Dancing.
Particulars from the Express.

Afternoon Performance Thursday and Satur-
day, at 3 p.m.
School children half-price.
Tickets can be obtained from
H. RUTONJEE,
No. 5, D'Almeida Street, Hongkong,
and 37 and 38, Elgin Road, Kowloon.
VASU ANNA, Manager.
Hongkong, 1st December, 1903. [3245]

THEATRE ROYAL,
CITY HALL.
THE HONGKONG AMATEUR
DRAMATIC CLUB.
WILL GIVE PERFORMANCES OF
THE IMPORTANCE OF
BEING EARNEST.

FRIDAY, 11th
SATURDAY, 12th DECEMBER, 1903.
MONDAY, 14th
Commencing each Evening at 9 p.m.
precisely.

Dress Circle \$3
Stalls 3
Pit 1

NO HALF PRICE.
Tickets can be obtained at the Booking Office
of the Theatre, City Hall, on and after Friday,
4th December, at 10 a.m.
Booking Office will be open daily from
that date from 10 a.m. to 4 p.m.
Late Trans will run a quarter of an hour
after the fall of the curtain.
Hongkong, 30th November, 1903. [3298]

DANCING.
MRS. DONALDSON (Daughter of
Professor F. F. WALLACE, of Rose-
mont Dancing Academy, Glasgow) has
pleasure in advertising a SECOND BEGIN-
NERS' CLASS to open in the CITY HALL
shortly.
Practice twice weekly. Fee \$10 a month.
Pupils will please enroll at the Robinson
Piano Co., Ltd.
Hongkong, 3rd November, 1903. [3313]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from
the MILITARY AUTHORITIES that
heavy GUN PLACED will be carried out
from Victoria Battery on the 16th of DECEM-
BER, between 8 and 11 a.m., if the range is
clear, but if not it will be carried out at a later
hour on the same date. The firing will be at a
target moving from a point opposite Lower
Belvedere Battery, South-West of Stonecutters'
Island, to Chung Hui, at a range of about
3,500 yards.
By Command,
A. M. THOMSON,
Acting Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 1st December, 1903. [3330]

NOTICE.
DOCUMENTS TRANSLATED from
French, Portuguese and Spanish into
English and vice versa, especially LEGAL and
OFFICIAL documents, at prices according to
local tariff.
Manuscript Music (copied facsimile) a
speciality.
Apply to—
"ANDANTE,"
Care of Daily Press Office.
Hongkong, 26th November, 1903. [3276]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1903.

MADAME FLINT & CO.
LA MODE DE PARIS.
MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
[2554]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.
ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in variety.
WM. SCHMIDT & CO.
Hongkong, 25th November, 1902. [111]

PERLS OF FIRE.
DO not intensify damages by throwing
water after fire.
The "FIRE EATER" will effectively over-
power the enemy.
The handsome Tube in which the Fire-eater
Powder is contained will be useful and
ornamental in both dwelling-room and store-
house.
Do not delay. Water if wanted, is not
always accessible.
Address—Agents,
THE MASTER FIRE GRAPPLING CO.
Hongkong, 17th November, 1903. [3174]

INSURANCES

NORTHERN ASSURANCE CO.
FIRE and LIFE.

ESTABLISHED 1836.
THE Underigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TUMMER & CO.
Agents.

Hongkong, 23rd September, 1903. [2673]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1902
£16,378,771.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSIDIZED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,887,215 11 1

The Underigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th June, 1903. [1838]

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.
THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 28th November, 1903. [1216]

NEW ZEALAND INSURANCE
COMPANY.
FIRE AND MARINE.
ESTABLISHED 1859.

CAPITAL, £1,000,000.
HAVING been appointed AGENTS for
the above Company, we are prepared to
issue Policies of Insurance at Current Rates.
REISS & CO.,
Agents.

Hongkong, 2nd November, 1903. [3069]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.
THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BRÜCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1907. [113]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security, £25,719
Total Losses Paid, £4,739,240

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.,
Agents.

Hongkong, 15th May, 1903. [1494]

PHENIX FIRE OFFICE.
The Underigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF
LIVERPOOL.
THE Underigned AGENTS of the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.,
Agents.

Hongkong, 3rd August, 1903. [12185]

QUAN WAH & CO.,
GRANITE AND MARBLE CONTRACTORS.
Drapers in
MARBLE and GRANITE
MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application
All descriptions of Granite for Export.
Hongkong, 17th October, 1903. [204]

VIEWS OF HONGKONG
ON
ILLUSTRATED POST CARDS.
Coloured, Write-Away Cards, &c.
For Sale at GRACA & CO.'S Stall at
HONGKONG HOTEL CORRIDOR.
Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums. Catalogues, Hinges, &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [287]

GRACA & CO.,
FOREIGN AND COLONIAL STAMP
DEALERS.
No. 58, PRINCE STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Are also prepared to purchase used Postage
Stamps in Large or Small Quantities for Cash.
Agents WANTED.
15 to 25 per cent. Discount Allowed. [3314]

BANK
THE
DEUTSCH-ASIATISC

ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY NEW STOCK

ARRIVING.
SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR

M. R. ROBINSON,

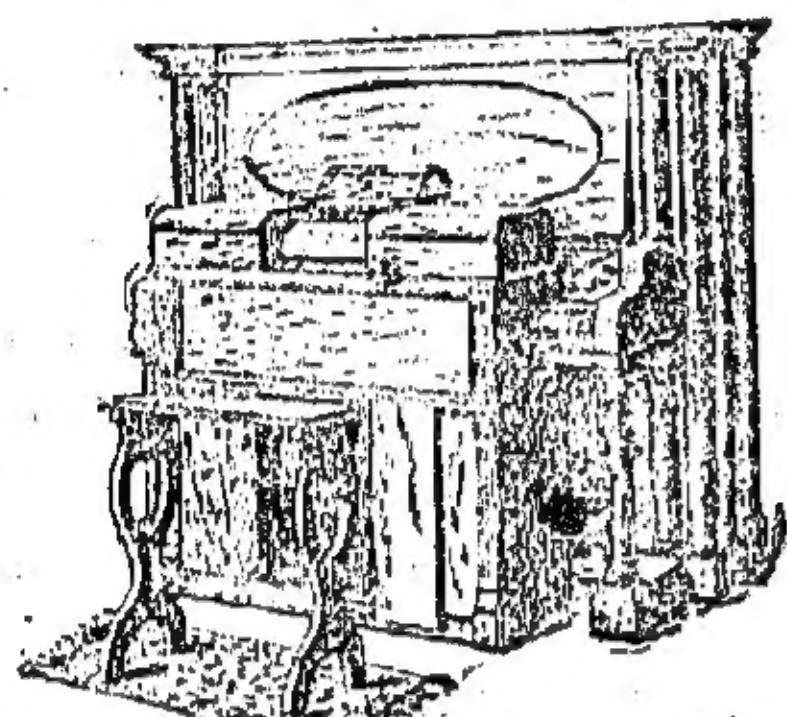
NOW IN STOCK.

GREAT

REDUCTIONS

In our present stock of Pianos and Musical
Instruments.

Our NEW PIANO has arrived.



THE APOLLO MASTER PIANO PLAYER

[THE BEST OF ALL]

THREE STYLES.

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has
given another great testimonial to the Apollo
Piano-players. She was so delighted with
the instrument that she purchased by her last year
that this second testimonial is even stronger
than the first one that she gave.
Miss Patti says that "the Apollo never has
given for the slightest trouble and that the new
concert grand is one of the most wonderful and
perfect piano-players that she has ever seen."
Hongkong, 15th October, 1903. [3135]

HONGKONG BUSINESS DIRECTORY

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
typographers. Rapid to Home Work.

FURNITURE WAREHOUSEMEN

A. C. H. & CO., Established 1859.
Furnish Household Requisites. Depot for
J. S. M. & Co. Kodak Films and Accessories.
12, Queen's Road Central.

HEUNG LEE & CO., Furniture Store
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c. highest grade
best and cheapest. 7, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers.
At Watson's Building, Queen's Road, also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMFORD, JAPANESE ARTIST.
Bromide and Grayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs. No. 8, Queen's
Road Central.

PRINTING

DAILY PRESS OFFICE.
Proofs read by Englishman.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants. Sole Agents for
Jardine Matheson's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants. Sole
Agents for Jardine Matheson's Genuine Com-
position Red Head Brand.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
14, Des Voeux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

CHEONG SHING GENERAL EXPORTERS

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
FANCY SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. Gault & Co.).
Hongkong, 16th May, 1903. [317]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share for Five Per Cent on the
Capital of the Company will be payable at the
HONGKONG AND SHANGHAI BANK, Hongkong,
on and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Shareholders are requested to apply at the
Company's Office for their Warrants.

The Dividend will also be payable at the
HONGKONG AND SHANGHAI BANK, Shanghai,
on presentation of Warrants there, on and after
the same date.

The REGISTER OF SHAREHOLDERS will be
CLOSED from MONDAY, the 30th instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,

A. H. MANSELL,

Secretary.

Hongkong, 14th November 1903. [3156]

THE CHINA TRADING INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRD SIXTY PER CENT SHARE
MEETING OF SHAREHOLDERS in the
above Company will be held at the HEAD
OFFICE, Victoria, Hongkong, on TUESDAY,
the 8th Dec., at Twelve o'clock Noon, for
the purpose of receiving the Report of the
Directors, together with Statement of Accounts
to the 30th April last, and of declaring
Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst., to the
30th proximo, both days inclusive.

By Order of the Board of Directors.

JAMES WHITTALL,

Secretary.

Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2635

For Fifty shares, numbered 2201/2250
inclusive, standing in the register in the name
of TOM GREAVES GOWLAND having
been lost, NOTICE IS HEREBY GIVEN
that unless the said certificate be produced at
the Office of the DOUGLAS STEAMSHIP
CO., Ltd., Victoria, Hongkong, before 17th
DECEMBER, 1903, a new certificate for the
said shares will be issued and the old certificate
will thereafter be held by the Company as null
and void.

DOUGLAS LAYRAIK & CO.,

General Managers.

Hongkong, 17th November, 1903. [3173]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS ARE HEREBY NOTIFIED THAT

In accordance with the Special Resolutions
passed on 31st October, and confirmed on 18th
November 1903, they are entitled on application
to an allotment of one share for every two old
shares held by them. Forms of application will
be sent to every shareholder.

The sum of \$2.50 per share will be payable,
on application, on or before the 4th of January,
1904. Two months' notice of any calls will be
given.

Shareholders desirous of paying in or before
the 4th January, 1904, the whole amount
payable in respect of their shares, can do so,
and in such event will receive fully paid up
scrip in exchange.

The new issue will rank for Dividend pro rata
from 1st January, 1904, according to the
amount paid on such shares on 4th January,
1904.

The Register of Shares will be closed from
17th December, 1903, to 4th January, 1904,
both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 12th December, 1903. [3317]

REINART PERE & FILS, BRIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [30]

DAVID CORSAIR & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CELLULOSE CROWN

TARPULING

ARNOLD, KAMBERG & CO.,

Sole Agents.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI

A.I. & B.C. Scott's and Engineering Code

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 525 feet.

Length on Blocks... 513

Width of Entrance on Top... 77

Width of Entrance on Bottom... 80

Water on Blocks at Spring Tide... 23 1/2

DOCK No. 2 (at MIKALIMA).

Extreme Length... 371 feet

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 55

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

with POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE.

1877

PARIS LETTER.

PARIS, 3rd October, 1903.

The welcome extended by France to
the 200 members of the City of London
International Commercial Association was an
enthusiastic as it was friendly, and left
nothing to be desired. The friendliness between
the two countries is as sincere as ever, and
anything likely to add to its warmth is rapidly
done. The present visit is a very important
one, since it has been undertaken in the
interests of international friendship and com-
mercial reciprocity. The readiness with which
the British delegates accepted the invitation,
and the enthusiasm displayed by the French
Republican Committee of Commerce, are ample
proofs of the deep interest taken by both
countries in the "invasion." It is well to
observe that the "host" or Republican
Committee, is an association half political,
half commercial in its aim; its avowed object
being to group together all those mar-
chant, warehousemen, and manufacturers who
are prepared to support an advanced political
radical programme in France. Its members are
over 8000 strong. Calais was reached at one
o'clock after a moderate passage. Judge of the
agreeable surprise of the visitors to find the
shipping in the harbour gay with hunting in
their honour, while the pier was lined by
hundreds of *Calaisiens* and others who loudly
cheered the *Empereur* on her arrival, to which
the British replied by a true British "Hurrah!"
The British reception for the inhabitants of
it was quite a great event for the inhabitants of
the city. A great delegation of the Republican
Committee of Commerce and Industry went on
board and welcomed the distinguished visitors
to France. They were received by Mr. George
Callins, chairman of the Association, and the
other delegates and their wives on the after-
noon. After the exchange of the usual courtesies,
and one or two brief but most cordial
speeches, the Mayor of Calais led the way to the
station, where hundreds had been
prepared. There were in all 205 gentle-
men, and 39 ladies forming a very
pleasant sight, as well as an unusual one.
An hour later, the party, both English and
French, left by special train for Paris, amidst
great cheers. Though the train was nearly twenty
minutes late, not starting until 2:20 p.m., the
arrival in Paris was to the minute, thanks
to the train running at over 70 miles an hour part
of the way, thus making up for lost time.
Everything had been done to ensure the comfort
of the visitors. Very few, not more than some
20 persons, were present on the arrival platform
at the Gare du Nord. M. Moreau, the popular
and esteemed president of the Republican Com-
mittee, noted for his ebullient, oratoricalness,
and contented looks, was there surrounded by a
score of his partisans attired in faultless evening
dress the same as himself. Nothing could equal
the excitement of those present as the engine
stopped; there was a general friendly greet-
ing between English and French. Everyone fr-
tornised and became excellent friends almost at
once. Several of the English visitors, having
made their acquaintance in London this summer.
After the exchange of endless salutes and shaking
hands, an adjournment was made to a first
class *salon d'attente* or waiting-room, where
more champagne was served, and a few more
speeches of welcome and replies made. Rail-
way omnibuses decorated with French and
English flags had been provided; into these the
British delegates took their seats on route for
the Hotel Continental. There was no need of
trouble about one's luggage, as that had already
been sent to the hotel in advance, inspection
being dispensed with, thanks to the great in-
fluence of the hosts. M. Trouillot, Minister of
Commerce, presided over the great banquet in
the evening which took place at the Grand
Hotel, and at which nearly 1,000 sat down.
The menu consisted of seventeen dishes, and
eight different kinds of wine. The dinner turned
out a brilliant success. Nearly all the French
Ministers were present, including the Premier,
M. Combes, who made a splendid speech. The
special medal visitors, one being presented to
each, were all in the hotel in advance, inspection
of the English visitors, France and England joining
hands, France bidding an olive branch in the
background are shown signs of commerce, as
well as the exists of both countries, which are
outlined, and the principal points indicated.
English and French flags entwined fluttered
above the porch of the Grand Hotel, the out-
side being illuminated. Republican Guards
in full dress over six feet high lined the mag-
ificent staircase leading to the *Grande Salle des
Fetes*, where the banquet took place. A tele-
gram was addressed to King Edward in the
course of the "feast of reason and flow of soul,"
informing His Majesty that his health had been
most heartily proposed by the Minister of Com-
merce, M. Trouillot. Paris may be said to be
once more *en fete* until to-morrow (Friday night),
when the British delegates return to London,
after having made a most excellent impression
on the Parisian official world and citizens in
general, and left their mark behind.

It is well to keep an eye on the movements
of the Russian Foreign Minister, Count
Lamsdorff, who has just arrived in Paris on
business and been received at the station by the
French Minister of Foreign Affairs, M.
Delcasse. Very important business is expected
to be transacted between both Ministers, and if
the results are not made public, it is no
secret that Count Lamsdorff's visit has for
principal object to ascertain the views of
the French Government respecting the
Russian-Japanese situation. The presenta-
tion of an autograph letter from the
President of the United States to the Emperor
is only to break the ice, and render the nego-
tiation which are to follow all the easier.
Considerable political importance is attached
to the visit, and the development of
events in the Far East will be the best of
indications whether or not the Russian
Foreign Minister has been successful in his
mission. France, whose intentions are all for
peace, will do her level best to act, the part of
mediator, and help to bring about happier
relations between the Russians and Japanese.
This she can well do, if she likes. Of course,
Lamsdorff has had more difficult questions to
settle than the present one. He enjoys the
confidence and support of his countrymen, who
know from experience that he will do nothing
rash. By once more "obliging" Russia finan-
cially, France may succeed in inducing the
Muscovites to climb down from their high
pedestal in the Far East; this would be cheaper
than going to war, and prevent bloodshed.

Not since many years have farmers been so
tried as this year by the weather; to state that
hundreds are positively ruined is no exaggera-
tion. Crops have been destroyed wholly or
right and left; the very small harvest gathered
has been decimated and hardly worth scraping
together, cattle will not eat what is given to
them. The persistent heavy rain is the cause of
this.

SUMMER COMPLAINT
is not always brought about by change of air
and water. The "stay-at-homes" are just as
susceptible to diarrhoea; due, generally, to over-
eating, as unripe fruit, etc.; and drinking ice-
water; all causing, if not checked, results seriously.
Perry David's Pinkettes is the only purely
reliable remedy.

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all the mischief, in most of the agricultural
centres it has completely rotted acres of cereals
that were still standing, rendering them as black
as beans, and useless. Crops are really gathered
in many places only for the sake of the straw, and
that hardly pays for the labour. The potato
harvest is equally unsatisfactory, and farmers
are truly bewildered what to do. Having no
money, they cannot pay rent; some landlords
have made it known that they will evict
only very little, and none at all in some cases.
The harvest thousands of acres of grain unhar-
vested, so disheartened are cultivators; while
despair is responsible for not a few farmers
turning sheep, pigs, and fowls into fields of oats
and barley, which have been ruined entirely.
The Minister of Agriculture greatly deplores
the enormous distress existing in several regions,
and has promised to do his level best to relieve
misery; unfortunately, there are so many
requiring State assistance, that the Government
is somewhat puzzled where to begin first.

Mystery surrounds the death of the well-
known French poet who died a few days ago of a
heart attack. His death took place so sud-
denly—hardly a week after entering the establish-
ment—that many of his friends are doubt-
ing as to his demise. Whether or not deceased
committed suicide can only at present be vaguely
conjectured. Great as was the gloom cast over
the Parisian literary world by the loss of an announce-
ment, his death was a divergence; poor Rimbaud's
existence had since some time become an un-
bearable burden, and his imagination had been
positively tortured by illness. His system
had been reduced to such a state that it had
become almost impossible for him to take milk—
the last resource, previous to the extinction of
bodily debility.

The singular idea of the Compagnie du
Chemins-de-fer de Orlans, or Great Western
railway of France, to fix up white glazed
figures, such as windmills, soldiers, horses, dogs,
cats, &c., to the windows of the end compart-
ments of the carriages has taken root. Though
passengers laughed at the experiment at first,
they now find the idea a excellent one, as it
fulfills its object admirably.
Who got down from a train during a journey to
revisit a relative's carriage on their return.
This great inconvenience may be said to have
been solved at last, though in a somewhat
"ridiculous way" according to some. More
artistic improvements may follow—the principal
thing has been done, to start the practical idea.
The plan, which is admitted to be very practical
is on the eve of being adopted by other railway
companies in France.

M. Jacques Lebaudy has got himself into
trouble with the Government, which has decided
upon a criminal investigation into the recent
conduct of the "Empereur" in connection with
the trip of his yacht *Frégate* to the Moroccan
coast. It will be remembered that two of his
crew were captured by the tribes, who refused
to give them up unless a large ransom was
offered. The Government took up the matter
seriously, and succeeded in effecting the
release of the two unfortunate men. M.
Lebaudy has now been called upon to answer to
article 85 of the Code Penal, which clearly states
"that whoever shall, by acts not approved by the
Government, expose French citizens to the
reprisals of foreign Powers, shall be punished
by imprisonment." This may perhaps explain
why the "Empereur and Empress" are still in
London; of course, M. Lebaudy has a right to
the *Le Frégate*, which accords freedom to all
first offenders. But for all that, the *Empereur*
ought to have exercised greater prudence, and
not been so rash, nor so anxious to be
crowned with popularity. It is best as a
rule to turn things in one's mind before taking
action.

The six new submarine boats ordered by the
Minister of Marine are expected to "lick
creation," and put all other great Naval Powers
to shame. They are to be of an entirely new
type from the plans prepared by an eminent
naval engineer, M. Mangot. The boats "when
finished" will not only be submersible, but will
be able to travel at twelve knots an hour under
water. Their displacement when under water
will be 450 tons, or about 200 tons more than
that of existing boats. Further, their field of
action is claimed by the Minister to be much
greater than that of any known submarine boat.
Owing to their great cost, only six are to be
built down this year. Money being no object
with the British Admiralty, England is as likely
to have a score of not only similar submarine,
but still better ones, by the time France's modest
half-a-dozen are fit for work. M. Pelletan is
none the less a shrewd man, and manages naval
affairs remarkably well.

It is not every sportsman that takes things
as philosophically as does the French Minister
of Marine. While out fishing some days ago
the Minister of Commerce, M. Vallé, succeeded
in upsetting the boat in which his colleague M.
Pelletan and himself were seated, drowning
being most narrowly averted. As nothing
more than Senator Poirrier did, for when the
unlucky Minister of Justice killed his dog, the
senator shook M. Vallé by the shoulders, and
reproached him in most angry terms, refusing,
as did M. Pelletan, to take his misfortune as a
good joke.

An edict has been proclaimed by the Minis-
ter of the Interior, that all married men in France
who are called upon for compulsory military ser-
vice in the future as near as possible to be
married. This may help to solve the
venturous population question; in any case it
is a great encouragement to all young men
contemplating matrimony.

Best for the Skin and Complexion.

CALVERT'S

CARBOLIC

TOILET SOAP

(Soothing, cleansing and antiseptic).

Pleasant to use, especially to sufferers from

perspiration, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

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DRESSES, MILLINERY, HOUSEHOLD
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Address—
Mrs. HERCULES SCOTT,
Care of R. A. Bosanquet, Esq.,
9, Fenchurch Avenue, London, E.C.
Hongkong, 1st December, 1903. [3319]

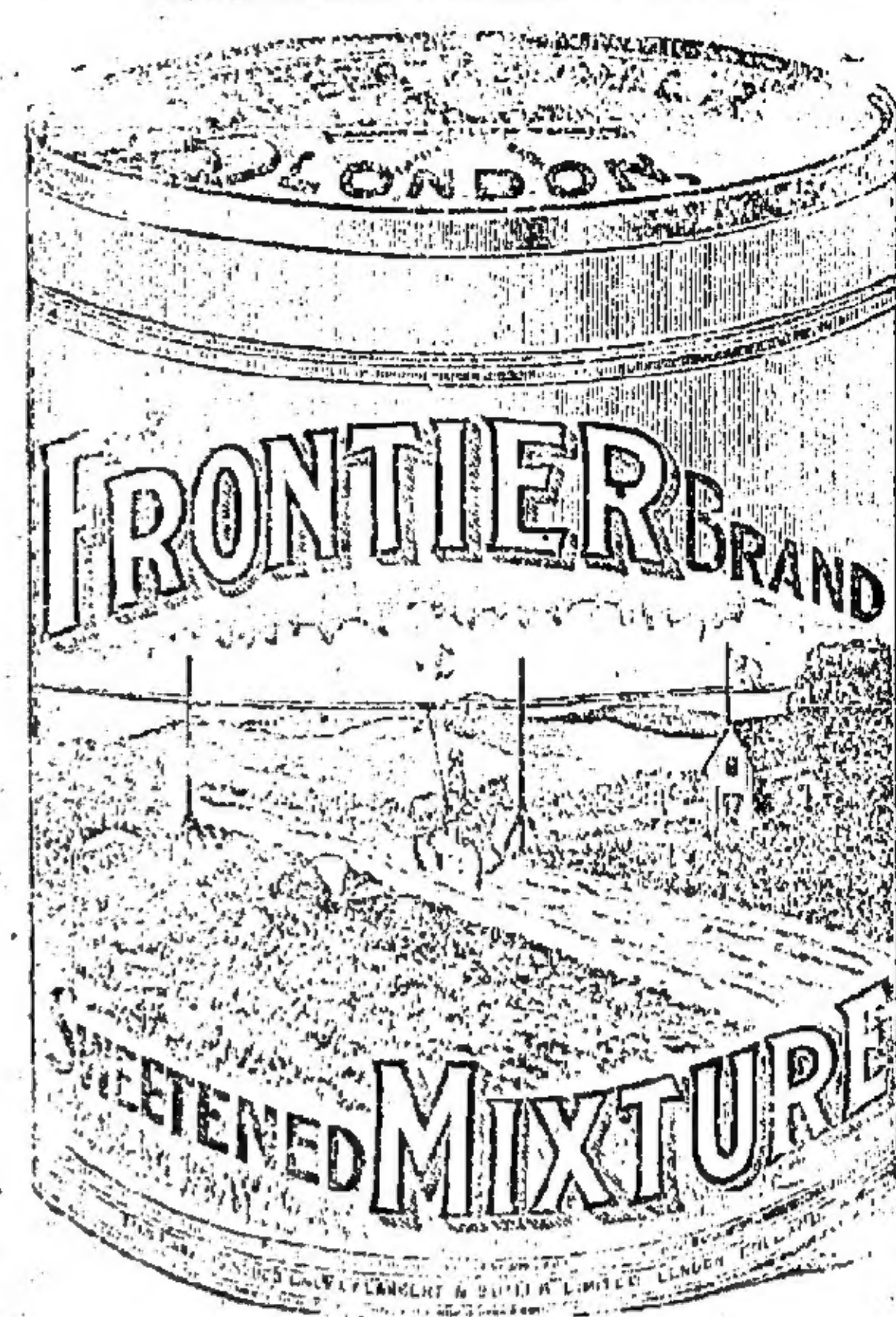
KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two
doors next to Kowloon Hotel).
Meats à la Carte, Steaks, Chops, &c., &c., at
any time between 7 a.m. and 10.30 p.m. Monthly
Terms on application.

Hongkong, 6th October, 1903. [72]

FROM PIER TO PEAK

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HIGH-CLASS TOBACCO SMOKERS.



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LAMBERT & BUTLER'S BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

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BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES,

MAGAZINES AND DEPOTS AT

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.	
Dec. 1, KRONOWAT, German str., 1,115, H. Muller, German str., 20th Nov., Teak, Rice and General.—BUTTERFIELD & SWIRE.	
Dec. 1, THERA, German str., 334, U. Ohlerich, Newchwang 24th Nov. and Chefoo 27th, Beans and Oil.—JENSEN & CO.	
Dec. 2, ANING MARU, Japanese str., 1,053, T. Goto, Fuchow, Amoy, and Swatow 1st Dec., General.—OSAKA SHOSSEN KAISHA.	
Dec. 2, HIRABE, British gunboat, 710, Lieut. Comdr. Makins, Fuchow 27th November.	
Dec. 2, HAITAN, British str., 1,133, J. S. Roach, Fuchow via Amoy and Swatow 20th Nov., General.—DOUGLAS LAFRAIK & CO.	
Dec. 2, KONGSHANG, German str., 1,293, T. Spieson, Bangkok and Ang Hin 21st Nov., Rice.—N. D. LLOYD.	
Dec. 2, KOFU MARU, Japanese str., 1,789, Y. Minamikawa, Kobe 25th Nov., Coal and General.—CHUNREI.	
Dec. 2, LAYAL, German str., 1,236, J. Bahmann, Nagasaki 25th Nov., Coal.—ORDER.	
Dec. 2, PERLA, British str., 1,257, W. G. Lawton, Manila 29th Nov., Hemp. SHEWAN, TOMES & CO.	
Dec. 2, PRONTO, German str., 632, H. Grandt, Newchwang and Chefoo 26th Nov., Beans. STEINSEN & CO.	
Dec. 2, SALAZIE, French str., 2,089, Negre, Marseilles 1st November, and Saigon 28th, Mules and General. MESSAGERIES MARITIMES.	
Dec. 2, SINGAPORE, German str., 3,500, T. Forck, Moji 27th November, Coal.—HAMBURG-AMERIKA LINE.	

CLEARANCES.	
At the Harbour Master's Office, 2nd December.	
Anzai, British str., for Kanatu.	
Changchow, British str., for Shanghai.	
Haitan, British str., for Swatow.	
Hirab, British str., for Kobe.	
Onba, British str., for Sourabaya.	
Osaka, British str., for Cebu.	

DEPARTURES.	
2nd December.	
AMBO, German str., for Haiphong.	
CHANGCHOW, British str., for Amoy.	
HABMAN, British str., for Tamsui.	
HIRABE, British str., for Shanghai.	
JAVOH DIENHIESEN, Ger. str., for Hoibow.	
MATTHEE, German str., for Swatow.	
PALAMOTTA, British str., for Amoy.	
SALAZIE, French str., for Shanghai.	
SEVIA, German str., for Hamburg.	
TAIWAN, British str., for Ningpo.	
THERA, German str., for Canton.	
TIMAH, Dutch str., for Shanghai.	
TUPAN, Dutch str., for Singapore.	
YAMATA MARU, Japanese str., for Nagasaki.	
YUENSA, British str., for Manila.	

VESSELS IN DOCK.	
2nd December.	
ABERDEEN DOCK.—Phu Yen.	
KOWLOON DOCK.—Tasac, U.S.S. Zafiro, H.M.S. Amphitrite, H.L.G.M.S. Mowee, Kripian, Hualan, U.S.A.T. Sacramento, Chiguanan, An Pho, Wing Chai.	
COMMERCIAL DOCK.—Salamines, U.S.S. Anzai.	

VESSELS ON THE BERTH	
"GLEN" LINE OF STEAMSHIPS.	

FOR LONDON AND ANTWERP.	
THE Steamship	
"GLENHIEL," Captain J. W. Baile,	
will be despatched TO-DAY, the 3rd DECEMBER, at 4 P.M., to be followed by the Steamship	
"HIMERA," Captain Lockhart,	
on or about MONDAY, the 21st DECEMBER.	
For Freight, &c., apply to	
SHEWAN, TOMES & CO.,	
General Agents.	
Hongkong, 2nd December, 1903. [3151]	
DOUGLAS LAFRAIK & CO.,	
LIMITED.	

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.	
THE Steamship	
"HERMISTON," Captain W. T. Baile,	
will be despatched TO-DAY, the 3rd DECEMBER, at 4 P.M., to be followed by the Steamship	
"HIMERA," Captain Lockhart,	
on or about MONDAY, the 21st DECEMBER.	
For Freight, &c., apply to	
SHEWAN, TOMES & CO.,	
General Agents.	
Hongkong, 2nd December, 1903. [3151]	
DOUGLAS LAFRAIK & CO.,	
LIMITED.	

FOR SWATOW, AMOY AND FOCHOW.	
THE Company's Steamship	
"HAITAN,"	
Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at DAYLIGHT.	
For Freight or Passage, apply to	
DOUGLAS LAFRAIK & CO.,	
General Managers.	
Hongkong, 2nd December, 1903. [3328]	
NIPPON YUSEN KAISHA.	

FOR MANILA.	
THE Company's Steamship	
"KUMANO MARU,"	
4,500 Tons, Captain E. W. Haswell, will be despatched for the above port TO-MORROW, the 4th December, at 4 P.M.	
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.	
For Freight or Passage, apply to	
A. S. MIHARA,	
Manager.	
Hongkong, 27th November, 1903. [3265]	
HONGKONG-MACAO LINE.	

S.S. "WING CHAI."	
Captain Samuel Bell Smith.	
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.	
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.	
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Port \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.	
What at the Western end of Wing Lok Street.	
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.	
MING ON & CO.	
2nd Floor, 16, Victoria Street.	
Hongkong 8th September, 1903. 121	

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENHIEL	Brit. str.	J. McGillivray	McGREGOR BROS. & GOW	To-day.
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	5th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	29th inst.
MARSEILLES, LONDON & ANTWERP	DIONED	Brit. str.		BUTTERFIELD & SWIRE	29th Jan.
MARSEILLES, LONDON &c., v. S'PORE, &c.	HYRON	Brit. str.		BUTTERFIELD & SWIRE	5th inst.
MARSEILLES, LONDON & ANTWERP	KAWACHI	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	12th inst., D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON & ANTWERP	HINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	26th inst., D'light.
MARSEILLES, LONDON & ANTWERP	DARNDUS	Brit. str.		BUTTERFIELD & SWIRE	5th Jan.
MARSEILLES, LONDON & ANTWERP	YANGTSE	Brit. str.		BUTTERFIELD & SWIRE	19th Jan.
BREMEN, via PORTS OF CALL	P. HINRICHS	Ger. str.	E. Heintze	MELCHERS & CO.	9th inst., at Noon.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINE	15th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	29th inst.
TRIESTE, &c., via SINGAPORE, &c.	AMBRIA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINE	5th Jan.
NEW YORK, via SUEZ CANAL	CHINA	Aus. str.	Ivulich	SANDER, WIELER & CO.	19th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	HERMISTON	Brit. str.	J. W. Baile	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
NEW YORK, via SUEZ	ORONO	Brit. str.	F. Salze	McGREGOR BROS. & GOW	About 26th inst.
NEW YORK, via SUEZ	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINE	About end of inst.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	16th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	27th Jan.
VICTORIA (B.C.) & TACOMA via JAPAN	TACOMA	Brit. str.	M. Ridley	DODWELL & CO., LIMITED	15th inst.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	TOMA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	15th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	KAZA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	29th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	TYDEUS	Brit. str.	W. T. Towend	BUTTERFIELD & SWIRE	1st Jan.
PORTLAND, OREGON	INDRASANTA	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	A. E. Haswell	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YAMATA	Brit. str.	W. Ellis	GIBB, LIVINGSTON & CO.	16th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SAKURA	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	AMERICA	Ger. str.	W. Townsend	HAMBURG-AMERIKA LINE	To-morrow, D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINOTU	Brit. str.	Duckstein	BUTTERFIELD & SWIRE	10th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	F. L. Sommer	NIPPON YUSEN KAISHA	18th inst., D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	25th inst., at Noon.
CHEMULPO, DALNY & PORT ARTHUR	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINE	8th inst., at 5 P.M.
SHANGHAI, PORT ARTHUR, CHINAMPO.	P. MARIE	Dan. str.	Berentzen	MELCHERS & CO.	Quick despatch.
FOCHOW, via SWATOW & AMOY	SIMLA	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	About 5th inst.
TAMSUI, via SWATOW & AMOY	ANING MARU	Jap. str.	I. Goto	OSAKA SHOSSEN KAISHA	To-morrow.
SWATOW, AMOY & FOCHOW	DAIHIN MARU	Jap. str.	T. Ogata	OSAKA SHOSSEN KAISHA	To-morrow, D'light.
MANILA	HAITAN	Brit. str.	Roach	DOUGLAS LAFRAIK & CO.	To-day.
MANILA	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	5th inst., 10 A.M.
MANILA	ROSETTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	5th inst., 11 A.M.
MANILA	SHAMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 28th Jan.
MANILA	PERLA	Brit. str.	A. H. Notley	SHEWAN, TOMES & CO.	To-morrow, 4 P.M.
MANILA	NANCHANG	Brit. str.		BUTTERFIELD & SWIRE	5th inst.
BOMBAY, via SINGAPORE & PENANG	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	12th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA M.	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	29th inst., at Noon.
SINGAPORE, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	8th inst., at 3 P.M.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY	
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.	
PLYMOUTH AND LONDON.	
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.	

THE Steamship	
"CHUSAN"	
Captain W. B. Palmer, carrying His Majesty's mail, will be despatched from this port for Bombay, &c., on SATURDAY, the 5th DECEMBER, at Noon, taking passengers and cargo for the above ports.	
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.	
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.	
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.	
For further particulars, apply to	
E. A. HEWETT,	
Superintendent.	
Hongkong, 24th November, 1903. [1]	

FOR CHEMULPO, DALNY AND PORT ARTHUR.	
(Calling at SHANGHAI.)	
THE Steamship	
"PRONTO,"	
Captain Grandt, will be despatched for the above ports on TUESDAY, the 8th inst., at 5 P.M.	
For Freight or Passage, apply to	
HAMBURG-AMERIKA LINE,	
Hongkong Office.	
Hongkong, 1st December, 1903. [3316]	

REGULAR STEAMSHIP SERVICE TO NEW YORK.	
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).	
PROPOSED SAILINGS FROM HONGKONG, 1903.	
"ORONO" 8th Dec.	
"LOWTHER CASTLE" 15th Dec.	
"SAGA" 24th Dec.	
"SAGAMI" 5th Jan.	
"LENNOX" 15th Jan.	
"AFRIDI" 27th Jan.	
For Freight and further information, apply to	
DODWELL & CO., LD.,	
Agents.	
Hongkong, 17th November, 1903. [1125]	

NAVIGAZIONE GENERALE ITALIANA.	
(Florio and Rinaldo United Companies.)	
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.	
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VERICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.	
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.	
THE Steamship	
"CAPRI,"	
Captain Belsito, will be despatched as above on SATURDAY, the 12th inst., at Noon.	
At Bombay the Steamer is discharging in Victoria Dock.	
For further particulars regarding Freight and Passage, apply to	
CARLOWITZ & CO.,	
Agents.	
Hongkong, 1st December, 1903. [4]	

NOT RESPONSIBLE FOR DEBTS.	
NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—	
BRILLIANT, British 4-m. bark, Geo. Cowlishaw.	
—Standard Oil Co.	
GLENDOEN, British ship, Morrison—Standard Oil Co.	
HELENA WYMAN, Amr. barque, D. A. Vanboon—Captain.	

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.	
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.	
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.	

SAFETY. SPEED. PUNCTUALITY.	
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.	
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.	
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 16th Dec.	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th Jan. 1904	
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th Jan.	
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.	
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 24th Feb.	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.	
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April	
R.M.S. "ATHENIAN" ... 6,882 Tons ... WEDNESDAY, 27th April.	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.	

THE magnificent **TWIN-SCREW "EMPERESS" STEAMSHIPS** of this Line pass through the famous **INLAND SEA OF JAPAN**, and usually make the voyage **YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS)**, saving **THREE DAYS to a WEEK** in the Trans-Pacific journey and make connection at Vancouver with the **PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY**, which leave daily and cross the Continent **FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE** in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and **AROUND THE WORLD**. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS** (second to none in the World), the **LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS** (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of **MAGNIFICENT MOUNTAIN AND LAKE SCENERY** through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,
Pender Street.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.	
FOR	TO SAIL
LONDON, &c.,	{ CHUSAN Noon, 5th December } See Special Advertisement.
SHANGHAI	{ SIMLA About 5th December } Freight and Passage.
LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.	{ FORMOSA About 11th December } Freight and Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	{ JAPAN About 14th December } Freight and Passage.
For further Particulars, apply to	
E. A. HEWETT,	
Superintendent.	
Hongkong, 30th November, 1903. [1]	

HONGKONG-MANILA.	
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon awnings. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.	
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.	
STEAMSHIP	TONS
PERLA	1980
ZAFIRO	2540
RUBI	2540
CAPTAIN.	FOR
A. H. Notley	Hilo and Cebu.
R. Rodger	Manila direct.
R. W. Almond	Manila direct.
For Freight, or Passage apply to	
SHEWAN, TOMES & CO.,	
GENERAL MANAGERS.	
Hongkong, 1st December, 1903. [17]	

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* TACOMA	2,812	M. Ridley	Tuesday, December 15th
* VICTORIA	3,022	J. Truebridge	Saturday, December 19th
TREMONT	2,806	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st
OLYMPIA	2,837	A. Dixon	Friday, February 12th
SHAWMUT	2,806	W. M. Smith	Saturday, February 20th

* Have second class accommodation. † Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT ... 2,806 tons ... W. M. Smith ... About 28th January.
S.S. TREMONT ... 2,806 tons ... T. W. Garlick ... About 9th March.

CHEAP-FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 1st December, 1903. [7]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 22nd December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

FOR	STEAMERS	TO SAIL
MARSHALLS, LONDON and ANTWERP	"HYSON"	On 8th December.
MARSHALLS, LONDON and ANTWERP	"ACHILLES"	On 20th December.
MARSHALLS, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSHALLS, LONDON and ANTWERP	"YANGTZE"	On 19th January.
MARSHALLS, LONDON and ANTWERP	"DIOMED"	On 22nd January.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"TYDEUS"	On 1st January.

The "DEUCALION" left Mojito the 24th inst. p.m., and is due here on the 30th inst.
a.m.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1903.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SAMARANG and SOERABAYA	"KAIPOING"	On 3rd December.
LOILO and CEBU	"SHANTUNG"	On 4th December.
KOBÉ	"NANCHANG"	On 5th December.
	"CHINGTU"	On 10th December.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd December, 1903.

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OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SATURDAY, 5th December.
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	THURSDAY, 10th December.
FOOCHOW, VIA SWATOW AND AMOY	"T. W. GROVES"	FRIDAY, 4th December.
	"ANFING MARU"	I. Goto

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 3, Des Vaux Road Central.

Hongkong, 1st December, 1903.

T. ARIMA, Manager

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PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND

SEA OF JAPAN, KOBÉ, KOBÉ AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRA SAMRA" 5,197 W. E. Craven December 14, 1903

"INDRA VALLI" 4,899 R. P. Craven January 14, 1904

"INDRA PURA" 4,899 A. E. Hollingsworth February 13, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th November, 1903.

[14]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3576	Saturday, 5th December, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3669	Friday, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 2nd December, 1903.

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NATANI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

Hongkong, 25th November, 1903.

[2483]

FOR KOBÉ AND YOKOHAMA.

THE H.A.L. Steamship

"AMBRIA,"
Captain Duckstein, will be despatched for the
above ports on SUNDAY, the 6th December,
at DAYLIGHT.

For Freight, apply to
HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 30th November, 1903. [3295]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Solby, will be despatched as above
on WEDNESDAY, the 10th December.

For Freight, apply to
MCGEEBROS. & GOW.
Hongkong, 19th November, 1903. [3197]

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 16th
December, at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 24th November, 1903. [3231]

Hongkong, 24th November, 1903.

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NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 29th instant.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M., on the 7th December.

No Claims will be admitted after the Goods

have left the steamer's Godown and all Goods

remaining undelivered after the 7th December

will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the

15th December, or they will not be recognised.

No Fire Insurance has been effected.

